BRITISH PACKET

AND

ARGENTINE NEWS.

(No. 1231.) BUENOS AYRES, SATURDAY, MARCH 30, 1850. [*Established in* 1826.]

BUENOS AYRES.

We have seen this week of a fresh inroad into the Oriental territory by a party of Rio Grande banditti headed by the Unitarian refugee Centurion *alias* Calengo, in connection with the Imperial Baron de Jacuy. The brigands, who were 150 in number, were overtaken by the force under the command of the Oriental Colonel, Lamas, and completely cut to pieces, upwards of 60 of them being made to bite the dust, and about 1500 of their spare horses being captured, during the pursuit from the ford of La Laguna to that of Las Piedras in the Arapey. Several inoffensive inhabitants who had been made prisoners after their homes were pillaged, were also rescued. At the date of the last accounts hot pursuit was still being made after the fugitives in the direction of the Arapey Chico, and it was thought numbers of them would fall.

Concurrently with this incursion a party of 10 or 12 marauders headed by two notorious desperadoes, Lemos and Ramon Caraza, were despatched up the Uruguay from Montevideo in a merchant schooner, and landing during the night near the Arenal Grande on an unprotected part of the coast surprised the house of a peaceable Italian woodcutter, murdered him and a man in his employ; and subsequently falling in with a sergeant and a soldier on duty out the throats of both. As soon as the alarm was given, [illegible] to the scene of blood, the miscreants re-embarked and proceeded in the schooner towards the Yaguary. It is to be hoped that Admiral Leprédour will make the intrusive authority in Montevideo responsible for this flagitious violation of the suspension of arms established under his auspices. Honour and humanity alike call for prompt repression of such faithless and atrocious conduct.

New York papers to the 19th of January have come to hand. As yet nothing particular had occurred in Congress.

The news from California was interesting. The constitution had been adopted by the people, and the elections had resulted in the appointment of Peter H. Burnett as Governor, J. McDougall as Lieut. Governor, and G. W. Wright and Edward Gilbert as Members to Congress. The *Sun* says—

"The gold region, instead of exhausting, is widening in the development of its treasures. The surface diggers may not hoard as rapidly as at first, but gold is continually found in new forms of deposit, and more abundant on every hand.—When the crust of the Sacramento valley is fairly broken, and scientific mining has taken hold of the work, a miracle of riches beyond doubt will appear. Such is the opinion of those courageous enough to look beyond a little peril and privation. But with the growth of cities, the rise in real estates, and the various bright sides of the picture, there is much in California to warn the adventurer to think well before he leaves the United States for the gold region. The climate of the new territory is full of the ills, and the hand of the assassin is not idle. Still, the balance of considerations are beyond question in favor of California, if men go there with self-denying, and resolute purpose to succeed. The mechanic and artizan however, can do well there while the mere gold digger might starve."

According to the same paper—

"In the West Indies, all is commotion. The Haytiens and Dominicans are warring to the death, and until they have exterminated each other, that magnificent Island, once so rich in product and commerce, will remain a field of blood, poverty-stricken and degraded. The Emperor in raising the license of foreign merchants from $900 to $1,000 per year, has taken a final step for driving all European and American traders from the Island. The incapacity of the black race for independent government has been fairly demonstrated in Hayti, while, and ten emancipation in Jamaica, has proven their unfitness for equal participation in the guidance of society. Hayti is nearly ruined; Jamaica is preparing to change sellers, while Cuba is on the eve of her insurrection, independence or annexation."

In Central America the support of the preposterous claims of the Mosquito cacique was seriously compromising the British name.

FROM HONDURAS—The brig *September*, Capt. Nickerson, which left Truxillo on the 10th of December, arrived at Boston on Wednesday afternoon. From the *Boston Evening Journal*, we glean the following:

We are informed by Capt. Nickerson that the seizure of Truxillo and other ports on the coast, by the British squadron, had created much excitement in Honduras.

It appears that the commander of the British squadron, before making his demand upon the Government of Honduras, for the payment of the claim of the British subjects, took measures to ascertain the amount of every claim which could be trumped up against the Government, and succeeded in swelling the sum to $111,061, exclusive of the proportion of the foreign debts of Central America, for which the State of Honduras is responsible to the amount of about $315,710. A portion of these claims were undoubtedly well founded, but the greater part were based on the most frivolous ground.

Capt. Nolloth, of H. M. S. Pumper, formally presented his claims to the Commandant at Truxillo, and, as was of course anticipated, failing in receiving satisfaction, took possession of the town and fort. The inhabitants, by great exertions, succeeded in raising the sum of $1200, which they tendered to Capt. Nolloth, who accepted it towards the liquidation of the debt, and left for Jamaica.

A proclamation was also quietly issued declaring the whole coast in a state of blockade, and warning all vessels to leave the coast. The re-appearance of the British squadron to enforce the blockade was expected when Capt. Nickerson left.

The inhabitants of Truxillo entertained the most abject fear of the British. Capt. Nickerson states that on his arrival out, having a few Roman candles on board, he fired them off, when a large portion of the inhabitants, the king on the English vessel had come, fled to the mountains in perfect dismay, the soldiers at the fort crying out that the English were firing bomb-shells at them. The unfortunate latter fled creatures came back into the town bringing their packs on their backs, containing such things as they had gathered up in their flight.

Capt. Nickerson states that the British remained in possession of Tigre Island on the 30th November, *and had fortified the place*.

The inhabitants of Honduras implicitly relied upon the United States for protection against British aggression, and the feeling in favour of annexation amounted to enthusiasm. Even *annexation* was talked of, and the utmost anxiety was expressed lest the United States government should entertain ill feelings against the States for sympathising with Mexico in the late war.

The Commandante at Truxillo, had issued a proclamation, protesting against the outrages of the British, which concludes as follows:—

[TRANSLATION.]

Hondurians—No withstanding our want of resources to resist advantageously in defence of the integrity of our country and the dignity of our government, we ought not to submit to the unjust treatment with which we are oppressed, since the "Rig of star" will wave in our seas, to aid us to vindicate our rights and protect us from new insults. Yes, that flag, radiant with glory, and sustained by an immense power, in all kind of ways, will be that which, by virtue of solemn compromises, will give us the security which we now want and which it has generously tendered to us. With it, the rights of our principles and the being the children of the same Continent unite us. Let us then confide in its resources and in the ties which unite our interests. Long live Republican Governments! Long live the magnanimous descendants of the immortal Washington!

General Ministry of the Government of Honduras.

J. MARIA MENCADA.

The American Chargé Mr. Squiers, was daily expected at Truxillo, and great results were expected from his intervention. Capt. Nickerson brings despatches from Mr. Squiers for our government.

HAYTI.

NAVAL ENGAGEMENT WITH THE DOMINICANS.

We have received a file of the *Feuille de Commerce* and of *Le Moniteur Haïtien*, Port au Prince papers, to the 5th inst. The earlier dates are filled with decrees for the creation of Barons and the conferring of other titles of nobility, of which the new Emperor is royally lavish. An electoral law is also promulgated, on the basis of an universal suffrage.

The Emperor returned to the capital on the 7th December, from a visit to Jacmel, Marigot, Hayard, le Petit-Goave, and Leogane. Previous accounts stated that he had gone to head an army destined to the conquest of the Dominican Republic. Nothing, however, is said of military operations on and. Probably the expense of supporting the Imperial state has caused such a drain of the public treasury as renders it expedient to delay the equipment of any very formidable military expedition against the inhabitants of the East.

"Grim-visaged war hath smooth'd his wrinkled front;
And now instead of mounting barbed steeds,
To fright the souls of fearful adversaries,"

their Majesties, the Emperor and Empress, on the 9th of the last month, made the circuit of the town, accompanied by the "princes and princesses of the *blood*," the maids of honour, the lady-in-waiting, ladies of the court, and the officers of every grade of the Emperor's military household, amid the universal acclamations of the multitude. The carriages mounted on horseback, were distinguished by the richness of their costume. The capital was brilliantly decorated; garlands, banners, palms and flowers, ornamented every mansion. Their Majesties re-entered the Imperial Palace at set of sun. In the evening a ball was given at the Palace, at which the ladies displayed the greatest pomp. In the city, illuminations and rejoicings were prolonged late into the night.

A Supplement to the *Moniteur Haitien* of Dec. 15th, describes an engagement between "the Imperial fleet and that of the Insurgents," which, although the victory is claimed for the Imperialists, seems to have been attended with no very decisive result. The Dominican fleet seems to have been cruising along the coast for some length of time, now and then making descents upon the villages, probably for supplies. In these expeditions they are accused of perpetrating "acts of horrible barbarity." On the 3d of December, this fleet was descried off the town of Petite-Riviere de Dame Marie, a very unimportant settlement notwithstanding the magnitude of its name. Having anchored, they pillaged and set fire to the few habitations on the shore, before their inhabitants could take up arms in their defence. At last accounts they had taken account, and adds, that after the villagers had recovered from their surprise, they attacked the invaders, and inflicting on them severe loss, obliged them to re-embark. All the houses were consumed, and three of their vessels were wounded.

When the news of this outrage reached the Imperial fleet anchored at Aux Cayes, its Commander, the Baron de Castel Midi, set sail in pursuit of the enemy. On the morning of the 6th Dec., one of the vessels of the fleet, (which had been dispersed the previous night) the schooner *Pirolet*, encountered two of the enemy, an hermaphrodite brig and schooner, when the combat at once commenced. While it was still in progress, the Egyptian Commander came in sight in his corvette, the *Oise*, and seeing the unequal contest, hastened to the assistance of the *Pirolet*, two launches manned with sailors and marines. At this demonstration, the enemy immediately fled—the brig with the loss of 4 pieces dismounted, and the schooner with its rudder shattered by a ball. The Pirolet lost three sailors and two soldiers; her boatswain, also, was killed by a shot.

In the mean time the *Avonte-garde*, another Haytien schooner, was attacked by armed boats, and subsequently by a large schooner from which they had been sent. She repulsed her assailants, and pursued, without overtaking them. Her own loss was five men.

The brig-of-war action occurred between the Haytien schooner *Intrepide*, and a schooner of the "insurgents," in which the former put the enemy to flight, and pursued them several hours.

The 6 on all sides had ceased before noon; but the chase was kept up till 6 in the evening. The next day the enemy's sails had disappeared, and the "Imperial flotilla" returned to Aux Cayes.

Our manners, who had displayed the greatest intrepidity, who had struggled victoriously against the enemy in number, were received by H. M. the Emperor with all sorts of felicitations."

(New York Journal of Commerce, Jan. 16, 1850.)

THE ARCTIC EXPEDITION.

Captain Kellett, in a report to the Admiralty, details the following interesting account of the proceedings of her Majesty's ships Herald and Plover, in search of Sir John Franklin's expedition.

Captain Kellett left Oahu on the 19th of May last, and in 35 days reached the point of Petropaulski.

In our passage up, the masters of the three American vessels came on board to gain information relative to Behring's Straits, whither they were bound. They informed me that at least 20 American vessels would pass through those straits this year, in consequence of the success of one of their vessels last season. The master of the successful vessel appears to have been an enterprising man. He had a roving commission from her owner, but having been unsuccessful in the Japanese Seas, and reading of Captain Beechey's voyage of the number of whales he had seen in the Arctic Sea, he determined to go there. He did so, and succeeded, according to his account, in filling up, and returning about six weeks after with 4,000 barrels.

The Governor of Petropaulski had not heard of a vessel having entered the Straits this season, and he informs me from what source such a report could have sprung.

I found lying here the Royal Thames Yacht Club schooner Nancy Dawson, owned and commanded by a Mr. Sheddon, formerly a mate in the royal navy. He informed me that his object in coming here was to go through the straits, and as far north as possible, in search of Sir John Frank'in's expedition. He was last from Hong Kong, having touched at the Loo Choo Islands. She is well found in provisions, stores, and instruments. Her crew were entered at Hong Kong, the greater part of them American; they appeared to be a most disorganised set of men. Mr. Sheddon offered to place his vessel at my disposal, and appeared anxious that I should send an officer on board to him.

On the 15th of July, the Herald came up to the Plover under Chamaso Island. Commander Moore came on board, from whom I was glad to learn that the officers and crew were all healthy and in good spirits. He had only arrived at 8 a.m. the day previous, having passed the winter in a harbour discovered by the Plover on the Asiatic shore, close to the south of Cape Tchukotsky.

Whilst we were engaged, Commander Moore employed his boat's crew in digging for the flour left by Captain Beechey 33 years before, in a position indicated by directions on a rock, which were as perfect as the day when cut. The sand was frozen so hard that it emitted sparks with every blow of the pickaxe. The cask itself was perfectly sound and the hoops good; out of 336 lbs. of flour which it contained, 175lbs. was as sweet and well-tasted as any we had on board."

On August 16th, they discovered an island, with peaks 1,400 feet high, and took possession of it in the name of her Majesty. The captain ventures to assert that "it became a serious thing to report the discovery of land in these regions without actually landing on it, after the unfortunate mistake to the southward; but as the ice was in motion, and there was 130 pair of eyes to assist him, and all agreeing, I am certain we have discovered an extensive land. I think, also, it is more than probable that these peaks we saw are a continuation of the range of mountains seen by the natives of Cape Jakan (coast of Asia), mentioned by Baron Wrangel, in his Polar voyages. I returned to the ship at 7 p.m. and very reluctantly made all the sail we could carry from the interesting ne ghbourhood to the southward, the wind at the time allowing me to lie just clear of the peak.

Sh dden all this time had kept company with the Plover, and rendered her great kindness.

The boats of the combined Dra'e Isles on the evening of the 2d, but were detained until the 5th by strong winds.

Their time, however, was well employed in stowing their boats and a 'biidar' Mr. Pullen bought at Point B rrow. They were fairly aw y on the afternoon of the 5th, leaving with them 100 days' provisions, besides 10 cases of pemmican; the little expedition then consisted of two 27 foot whale boats, and one native baidarra manned with 14 persons in all.

I have sent their lordships copies of Mr. Pullen's letters, both public and private, that have been received since his departure. From th m they will gain more information than I could write.

Through these letters their lordships will also see with what a noble and proper spirit Lieutenant Pullen undertook his task, being, nevertheless, fully alive to its dangers and exposures.

I don't know any officer more capable of conducting with success such an expedition. He possesses health, great bodily strength and endurance, ability, and great decision of character. Coupled with all these good points in their leader, the boat-had an open sea and a fair wind, so that I have no apprehension as to their reaching one of the Hudson's Bay establishments on the Mackenzie river, being, nevertheless, fully alive to its dangers and exposures.

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The Plover was left to winter in the sound near Chamisso. The natives were interesting and friendly. The Herald then returned.

At Matatlan I found lying her Majesty's ship Amphitrite and the Nancy Dawson yacht this little vessel having joined company in my previous.

We regret to say that Mr. Sheddon subsequently died.—*Liverpool Paper.*

BAD NEWS FOR THE RATS.—A grand battue against the rats in the sewers of Paris, which are about 153 leagues in extent, commenced on the night of Saturday. The result, up to this time is said to be the destruction of 250,000 rats, and it is expected that by the first of next month the number will have reached 600,000. The municipal authorities are of opinion that by making this annual war, Paris will be rid of these destructive vermin. Several plans of destruction are made use of by the different brigades of sewermen; but that which was found to be most successful was the placing a large leather sack, in which a large piece of meat was fastened in the centre, a dainty of which these animals are very fond—at the corner of each sewer, and toward which the animals trace their steps.

The quarters which furnished the greatest numbers were the neighbourhood of the Halles, the streets near the Seine, the rue St. Pascal, and the Faubourg St. Marceau. The *Union*, in giving an account of the affair says: "The 250,000 rats were all of the grey Norwegian species, and from 500 to 600 black or English rats. Two of these animals were put aside by the men as a curiosity, to be presented to the collection of animals at the Jardin des Plantes. From the extremity of the tail to the tip of the nose, these two rats measured 31 centimetres (nearly twenty inches English). Their eyes are red, like those of white mice, and their coats are as black and glossy as the silk on a hat. The ferocity of these animals is such that one of the Norway rats was literally devoured in ten minutes by the two English rats above mentioned.

The saims's after their capture were all taken to the Ile des Ravageurs where they were killed and skinned, an operation that was not performed without much danger. It is said that some demur has

arison on the part of two glovers of Grenoble, who have offered to take all the rat skins at the rate of 100 francs per 1 00, they have discovered a means of rendering them available in making gloves. If a manufacturer of perfumed articles sent a certain number of skins to 100, and are now supplied at the immense income to the manufacturer; but as they have only to supply a portion of the skins, they must be finished, it is said, in every respect

MERCHANT VESSELS

FROM SEA IN THE PORT OF BUENOS AYRES ON THURSDAY LAST.

For arrivals and sailings of Friday see Marine List.

Date of Arrival.	*Vessels and Captains Names.*	*Tons.*	*Consignees.*	*Destinations, &c.*
	NATIONAL.			
Sept. 30	Brig Guillermo, Christian F. Wegmeyer	217	Deeting & Hughes	Antwerp.
October 4	Polacre Bella Union, Nicolas Bonsengo	121	Manuel Acevedo Ramos	
Novem.11	Barque General Rosas, Juan Meuke	355	Casares and Sons	Antwerp.
Feb. 12	Brig Juan Pedro, Manuel Gonzalez	230	Casares and Sons	Pernambuco.
" 19	Brig Narcisa, Marun	238	Grogo Rick & Co	
March 16	Brig Vanita de Ongarbo, Hermann Paulsen	194	Ambrosio P. Lezica	
	BRITISH			
Novem.14	Barque Meredith, Thomas Sewell	214	Bates, Stokes and Co	Liverpool
Decem.12	Brig Pampero, William Ward	225	James C. Thompson & Co	London.
January. 4	Barque Commodore, Thomas Asplet	358	Nicholson, Graves & Co	Liverpool.
" 7	Brig George & Richard, Nicholas	193	Charles R. Horne	Be sail.
" 9	Barque Good Luck, H. De Grouchy	231	H. Lade, Brothers & Co	England
" 12	Brig Wanon, John Sharp	176	Philips, Tomkinson & Co	Do.
" 16	Barque Argentina, Joseph Morton	244	Forsyth, Chevalier & Co	Liverpool
" 22	Schooner Zoe or Park, Richard Brenan	92	Samuel Hesse	London.
" 22	Barque Alexander & Robert, M.Lachlan	249	Nicholson, Green and Co	London.
" 23	Brig Jessica, Thomas Hughes	194	H. Lade, Brothers & Co	England
" 28	Brig William Tucker, John W. Good	183	James C. Thompson	Liverpool.
" 28	Brig Charles R. Horne	155	Charles R. Horne	Californa.
Feb. 3	Barque G. F. D. R. Lewelyn	245	Stinson & Co	Liver.ool.
" 4	Brig Pizarro, Richard Allen Pringle	194	R. Brier & Co	London.
" 5	Brigantine Balkon, Charles T. Sloman	192	Bates, Stokes & Co	Varazzo.
" 10	Brig Lively Jones, James Wilson	93	Edward Lumb and Co	Do.
" 10	Brig Elizabeth Rose, Alexander Shewan	195	Ormond, Alexander and Co	
" 10	Brigantine Juanita, John Dunn	177	Dumbilin, Tomkinson and Co	England
" 12	Barque Rose Light of the Heath, J. Stevenson	299	Hogg, Kruteh & Co	
" 13	Brig United J. P. Rickard	179	James C. Thompson	
" 13	Brig Rosine, George Wallace	194	Charles Dowse	
" 13	Brig Catherine Evans, George Dow	94	L. and J. Carlisle	
" 13	Brig Gardenia, Carlton Bayley	243	John Best & Brothers	Liverpool.
" 14	Brig Wilton Wood, Matthew Russell	248	Hughes, Brothers	England.
" 14	Barque Montreal, Henry Bennett	305	Thomas Armstrong	
" 15	Brigantine Harriet, Francis Batmont	217	Bodwell & Co	Buceo.
" 17	Brig Emmanuel Bentzer, Richard Farmer	247	Ulin, Hall & Horne	
" 17	Brig Chanti, George Cook	199	Thomas L. Carlisle & Co	
" 20	Brig Ann Cast, Francis Davis	246	Bates, Stokes & Co	England
March 10	Brig Ann, Amy	150	De Lisle Brothers & Co	
" 10	Brig Thomas, Urquhart	194	Fotheringham, Jones & Cambaceres	Do.
" 11	Schooner Queen of the West, A. Treguthen	196	Santa Maria, Llambi & Cambaceres	
" 16	Brig Duke of Sussex,	231	Heath, w. Wanklyn and Jordan	Do.
" 18	Barque Abraham, Harrison Grayson	177	Forrester	
" 19	Brigantine Adele, Alexander Ogilvie	196	Farmine, Macalister and Co	
" 19	Brig Legerdemain, J. Tennyson	194	Barber and Orr	
" 21	Schooner Volo, Robert Gilchrist	146	Nuttall and Co	
" 22	Schooner Spitfire, Pinctree			
	AMERICAN.			
January 26	Barque Oliver J. Hayes, Francis Scott	413	O. J. Hayes & Co	
Feb. 12	Brig Rome Calhoun, J. L. Upham	199	Emmerman, Frazier & Co	
" 13	Brig Niagara, L. Harding	199	O. J. Hayes and Co	
" 13	Barque John Marcer, William Lothian	299	G. Ochoa & Co	
" 15	Brig Thomas J. Lewis	296	Daniel Gowand & Co	Boston
March 10	Barque Gironda Wright, Riffle	299	Emmerman, Frazier & Co	
" 13	Barque Maria Partridge, E. Broughton	267	Zimmerman, Frazier & Co	
" 15	Brig James Andrews, French	275	Samuel B. Hale	
" 18	Schooner J. C. Dynian, H. Smyley	90	Samuel B. Hale	
	FRENCH.			
Novem.26	Brig Roitelet,	247	De Lisle Brothers and Co	Havre.
January 4	Brig de Universel, Ducumier	267	Hauvet & Co	Havre.
" 4	Barq e Soltan, Ismaire	299	Daniel Arcelat	Havre
" 11	Polacre Perdrix, Rutland	14	Hogg, Krutsch and Co	
Feb. 3	Brig D'Assas, C. Giron	220	De Lisle, Brothers & Co	Do.
" 10	Barque Guiraudi, Felix Lavelle	299	G. Ochoa and Co	Do.
" 10	Barque Henri et Louise, Paul Gautier	19	d. Herand	Marseilles and Cette
" 13	Barque Orlinger, E. Lunn	299	Daniel Lopez	
" 13	Barque Jules, Schmitt	299	Blas Despouy	Havre.
" 13	Barque Louis, Fouchard	299	Louis Chapeaurouge & Co	Do.
" 16	Brig Phœnix, Fouchard	214	G. Ochoa & Co	Do.
March 6	Barque Ken et, Bongle	243	Llavallol and Sons	
" 10	Barque Camonin, Brouard			
	SPANISH.			
Novem.19	Barque Juan Raimundo	223	Santa Maria, Llambi & Cambaceres	Spain.
January 7	Brig Martin, Francisco Aguerda	198	Zumaran and Tresorra	Canaries and Malaga
" 7	Barque Maria de los Dolores, Miguel Ruiz	263	Jose Barraco	Havana.
" 4	Barque Maria de Pueblo, Ignacio Arrieta	299	Emmerman and Co	Do.
" 13	Brig Lachiny, Benito Antonio	16	Nare ss Martinez & Sons	Spain
" 23	Brig Segunda Montana, Jose Canill	224	Hogg, Semilleon	Havana
Feb. 10	Barque Presenta Rosa, Jose Senset	299	Llavallol and Sons	Havana.
" 12	Polacre Deseada, Jose Esquer	186	Llavallol & Sons	Havana.
" 12	Barque Peregrina, Pablo Juia	299	Hogg Calvo and Sons	Spain.
" 12	Barque Pepita, Jose Fontrodona	239	Hogg Semilloua	
" 12	Barque Grand Duque Constantin, Pedro G. Ilan	299	Llavallol and Sons	
" 15	Brig Aurora, Jorge Cabrujia	187	Felipe Son Hogg	Havana.
" 23	Brig Descubierta, Pacheco Llenosa	178	Llavallol & Sons	Havana.
March 1	Polacre Francisca, Agustin Andreu	140	Martinez and Sons	
" 5	Polacre Juanita, Juan Plat Isern	214	G. Ochoa & Co	
" 5	Brig Buena Esperanza, Juan Pores	299	G. Ochoa and Co	
" 10	Brig Otero, Vicente it cura	210	Felipe Semilloua	
	SARDINIAN.			
Novem.26	Polacre Caballo Marino, Francisco Avegno	148	José Avegno	Genoa.
Decem.31	Barque Curt. Lauro, Domenico	299	Hogg Krutsch & Co	Genoa.
January 1	Zumaran Sacra Familia, Stefano Casaingena	34	Jose Avegno	
" 5	Polacre Rosario, Agustin Avegno	299	Hogg Krutsch & Co	Genoa.
" 22	Polacre Fortunata, Pedro Avegno	202	Jose Avegno	Genoa
" 22	Barque Speranza, Manuel Federico Sosa	299	Adolfo Mancilla and Co	
" 23	Barque Sacra Familia, Juan B. Oveano	189	Llavallol and Sons	Genoa.
" 27	Brig Rd Davide, St Ilmo Sebasco	288	Bartolomeo, Piaggio and Co	
" 28	Brig Sacra Familia, Juan Antonio Andola	132	Jose Avegno	
Feb. 10	Polacre Teresa, Pedro Periano	217	Simon Inmann, Frazier & Co	
" 12	Polacre Concepcion, Francisco Sartino	148	Jose Avegno	
" 13	Brig Camilo, Pedro Antonio Ferrard	14	Adolfo Mancilla and Co	
" 23	Schooner Juanita, Semilla y	299	Manuel Acevedo Ramos	
March 22	Barque Vittorioza, Vicente Vaccaro	220	Bartolomeo, Piaggio and Co	
	PRUSSIAN.			
January 1	Brig Grafin von Bismark, Frederick Kell	216	Bunge, Bornefeld & Co	Antwerp.
" 5	Brig Anna, G. Meier & Sons	299	Hogg, Krutsch & Sons	New-York
" 5	Barque Hinde, Charles Nesbian	299	Diego Dalve & Sons	Antwerp.
" 23	Brig Henry Von Gagern, C. Altemburg	175	Freyer, Brothers	New York.
" 27	Barque Wilhelm, Rudolph	299	Weiss & Co	
" 29	Barque Herzog von Bagnihaw, Daniel	299	Bunge, Bornefeld & Co	Cape de Verde.
March. 24	Barque Albatross, Stoelhow	200	Freyer Brothers	
	TUSCAN.			
Feb. 20	Brigantine Romolo, Demetrich	121	Piaggio, Pietranera & Co	
	BELGIAN.			
Decem.14	Brig Plantin, Knoboff	240	Zumaran and Tresorra	Antwerp.
	NEAPOLITAN.			
Feb. 14	Brig Italia, Antonio Castellano	36	Corti, Francaschelli and Co	Do.
	HOLSTEIN.			
March 11	Brig Dorothea, H. N. Dewitz	200	Freyer Brothers	
	ROMAN.			
Novem. 9	Brigantine Morrone, Seraphin Murteo	112	G. Morich	
	BRAZILIAN.			
Feb. 16	Brig Maria, J. J. Diaz de los Piacores	277	José Coelho Meyrelles	
March 16	Polacre Carlota, Charles Olivera	223	Nicholl & Co	
" 25	Brig Belisario, Manoel dos Santos	223	Antonio Marques Soares	
	LUBECK.			
January 4	Barque Anna, H. Wulf	94	Freyer Brothers	
	SWEDISH.			
Feb. 2	Schooner Gefion, N. T. Graff	150	Becher, Preuss and Co	Rio Grande.
" 27	Brig Fridhof, Arbuzius	314	Hogg, Krutsch & Co	Brazil.
	DUTCH			
Feb. 16	Brig White Lion, w. C. F. Brandt	17	Salvo and Sons	
	HAMBURG			
January8	Barque Elsabe, H. Wilhelm	311	Bunge, Bornefeld & Co	
" 12	Brig Angust & Jonius, C. H. Fetterlein	199	Freyer Brothers	Havana
" 16	Brig Adolph, C. Bohn	18	Otte, Rosenthal and Co	
" 30	Ship Heinrich, Boye	350	Emmerman, Frazier & Co	United States.
" 4	Ship Ocean, Fokke	335	Llavallol and Sons	Valparaiso
	BREMEN			
Decem.13	Barque Oreole, Henry Wessels	17	Becher, Preuss & Co	
January 8	Brig Courier, John Haughorst	196	Bunge & Hughes	Antwerp.
Feb. 14	Barque Fanny, Payken	299	Charles R. Horne	New York.
" 14	Brig Energy, Oelrich, J. G. Hollrichsen	21	Becher Preuss & Co	Cuba.
" 15	Brig Thetis, Hinrichs	299	Hogg Krutsch and Co	Hamburg.
	NO. WEGIAN.			
Novem.23	Brig Napoleon, Backer	14	Hogg, Krutsch and Co	New York.
January12	Brig Fyen, E. T. Lund	17	Freyer Brothers	Continent.
Feb. 10	Barque Tomberg, Nelsen	414	Antonio Casares and Sons	
	RUSSIAN.			
Decem. 7	Galliot Anna, W. Kimen	158	Freyer Brothers	Hamburg.
Feb. 17	Brig Plato, J. B. Baring	334	Emmerman, Frazier & Co	Cuba.

	DANISH			
July 20	Brig Ida and Emma, E. Diedrichsen	155	Charles R. Horne	
January 4	Brig Louise, N. L. Riberg	133	Otte, Rosenthal & Co	Continent.
" 12	Brig Ocean, O. F. Drescher	170	Ambrosio Pinel o Lezica	
" 27	Brig Fortuna, Jacobsen	209	Samuel B. Hale	
Feb. 10	Brig Delphin, B. P. Tuhl	178	Tresugnin and Co	
" 23	Brigantine Lunan, N. Petersen	195	Hogg, Krutsch & Co	New York
March 11	Brig Melitta, P. B. Moller	159	Freyer Brothers	Hamburg.
" 21	Brigantine Union, Schmidt	165	Freyer Brothers	

Charles R Horne,

Licensed Ship Broker,

No. 55, Calle La Reconquista,

OFFERS THE FOLLOWING FIRST CLASS VESSELS.

For LIVERPOOL—The well known, superior A. 1 British built bo que "Mercantile" of 244 tons, Sewell, master—thus all her cargo on board, save a few salted hides and tight freight, and will have quick despatch. Her accommodations for passengers are superior.

Means. Bates, Stokes & Co., Consignees.

For LIVERPOOL—The regular trader and very fast sailing A.1. British built barque "Commodore," of 358 tons, capt. Thomas Asplet, has on your room for about 1000 wet salted hides and some tight freight; and can accommodate passengers in the best style.

Means. Nicholson, Green & Co., Consignees.

For VALPARAISO—The very superior, fast sailing A. 1. British built brig "Libra" of 224 tons, burthen, master, will take cargo on freight, on moderate terms; and has superior cabin and steerage accommodations for passengers.

Means. Bates Stokes & Co., Consignees.

For NEW YORK—The very fast sailing A. 1. Danish brigantine "LOUISE," of 134 tons, capt. N. Petersen, can accommodate cabin passenger, and will sail within a fortnight.

Means. Hogg, Krutsh & Co., Consignees.

For Freight or Charter.

British.

The very fast sailing A.1. British built iron barque "G.F.D" of 356 tons, capt. B. Lewellyn, of a very light draught of water, and ready to receive cargo on board.

Means. T. Dugnid & Co., Consignees.

The superior A. 1. British built brig "George & Richard," of 198 tons, Nicholls, master—now ready for cargo.

The very fine fast sailing A.1. British built brig "CARRIBEAN," of 245 tons, capt. J. Cockton—ready for cargo.

Means. R. & J. Carlisle & Co., Consignees.

The well known in the trade, A.1. British built brig "Emanuel Boutcher," of 217 tons, Capt. W. Farmer, will be ready for cargo within a week.

Means. Hogg, Krutsch & Co., Consignees.

The remarkably fast sailing A.1. British built brig "CHASE," of 218 tons, capt. George Norrie, will be ready to receive cargo within a fortnight, and will accept a charter for any port, on moderate terms.

American.

The very fast sailing, superior first class, coppered and copper, fastened barque "*J. An Murray,*" of 295 register tons, master, William Lull—now ready to take cargo on board and will take freight, or accept a charter for any port.

Means. G. Ochoa & Co., Consignees.

Lubeck.

The superior fast sailing coppered and copper fastened, new, first class barque "*Alma,*" of 240 tons. Wulff, master, is ready to receive cargo on board.

Messrs. Freyer Brothers, Consignees.

Danish.

The first class and very superior, coppered and copper fastened brig "*Ida & Emma*" of 155 tons, Dedericksen, master—ready for cargo.

The excellent sailing first class, coppered and copper fastened brig "*Ocean*" of 175 tons, Drescher, master—ready for cargo.

Sr. Don D. A. P. Lezica, Consignees.

The very fast sailing, first class copper-d and copper fastened brig "*Delphin*" of 180 tons, Juhl, master—will be ready for cargo in a few days.

Messrs. Tresuenin & Co., Consignees.

Prussian.

The very superior first class, coppered and copper fastened barque "*Wilhelm,*" of 245 tons, Schultz, master, is now ready to receive cargo.

Sr. D. A. P. Lezica, Consignee.

National.

The well known A.1. coppered and copper fastened brig "*Narcisa,*" of 236 tons, capt. Martin—famous for the excellent condition in which she has always delivered her cargoes.

Messrs. George Rick & Co., Consignees.

For further particulars concerning the foregoing vessels, application may be made to their respective consignees, or to

Charles R. Horne,
Licensed Ship Broker,
No. 55 Calle la Reconquista.

March 8, 1850.

FOR LIVERPOOL.

The very superior, well-known A 1. British built brig

PLATA,

per register 248 tons,

Richard B. Pringle, Master,

Is now ready for cargo, and having a considerable part engaged, will have fair despatch. She has excellent accommodations for passengers, and has still room, in her cabin, disengaged.

The vessel enjoying the best reputation for the good order and condition in which she has invariably delivered her cargoes, offers an excellent opportunity to shippers.

Apply to the Consignees Messrs. Briscoe & Co., or to

Charles R. Horne,
Licensed Ship Broker,
No. 55 calle la Reconquista.

March 16, 1850.

A few of the most important standing Rules and Regulations to Govern the Foreign Amateur Race Meetings in Buenos Ayres.—1st March, 1850.

1.—In every instance when the word or assertion of a gentleman is required, the same shall be exacted in writing to the satisfaction of the Stewards, clerk of the course, or whom they may appoint; and any individual, after due investigation, who may be proved by the General Committee (or Stewards if authorized) to have been guilty of signing his name to a false statement or quibble, as well as of any act or speech, verbally, or otherwise, directly or indirectly proven to be derogatory to this character of upright gentlemanly conduct in all matters connected with the said Races, it must clearly be understood that such an individual, be he a winner, or otherwise, shall be considered and close-fisted having forfeited his title and privilege to any participation in future Race Meetings, and in minutes, stakes, or bets he deemed lawfully due to the same, who may be objected to by the existing Committee of the Race Meetings, or Clerk of the course (if authorised).

2.—Jockeys to be drawn by each Jockey for the position he is to occupy at the start—and each Rider, who is engaged, less the bits, which may be optional.

3.—Jockeys to be weighing the Jockeys to proceed to the appointed place for weighing, and if unsaddle and take a preparatory gallop before the Grand Stand, on the second ringing of the bell the Jockeys to be at the place of starting, or if not there within five minutes will be declared distanced.

4.—On the first ring dropping the horses to start. Any Jockey disobeying the starters orders to be fined $50 and no evidence will be heard against the starter.

5.—If a rider fall from his horse, and the horse be rode in by a person (that is sufficient weight) the horse shall run for the same as if his rider had not fallen, provided he go back to the place who s the rider fell.

6.—A horse that has his head (or any part of it) at the ending post first wins.

7.—The decision of the Judge (as to placing the horses as they pass the winning post) to be final.

8.—All disputes to be settled by the Stewards, and their decision to be final.

9.—When a Plate or Subscription is given for the winner of the best of three heats, a horse, to win the prize, must be the actual winner of two heats, seven thousand yards apart, without the aid render or either of the heats.

10.—Fourteen pounds are a stone, four inches are a hand.

11.—Catchweights are, each party to appoint any person to ride without weighing.

12.—Jockeys must ride their horses to the usual place for weighing the Riders, and he that dismounts before doing so, or wants weight, as distanced, unless he be disabled by any accident from which the rider him incapable of riding back, in which case he may be led or carried to the scale.

13.—Horses placed in boxes not allowed in the weight, before are their bridles.

14.—Horses running on the wrong side of a post, or flag, and not turning back, are distanced.

15.—Horses are distanced if their riders cross or jostle each other which must subject them to consequences expressed in Rule No. 6.)

16.—All complaints of foul riding must be made before or at the time the Jockey is re-weighed (if the remainder of the Riders in the said Race have already passed the winning post, or reached the weighing booth).

17.—The established Rules of the principal English Race Purses, to be observed, as far as are safe and consistent with a wish to perpetuate Foreign Race Meetings in this country.

18.—The above and any other Rules which the Committee may make for the benefit of the Sport, will be strict y adhered to.

Wanted,

A Lady as Teacher, for a Family residing in the country. Apply to Mr. Thwaites, No. 166 Calle Representantes.

For Antwerp.

The A. 1. fast sailing Argentine barque "GENERAL ROSAS," M. Menck, commander, has engaged part of her cargo, and can still take dry hides, bones, and salted beef on tall w.

For particulars please apply to the Consignees Messrs. Vicente Casares & Sons, or to

Baperto de la Cuesta,
Licensed Ship Broker.

No. 154 Calle Reconquista.

Merchant Vessels from sea in the Port of Buenos Ayres on the evening of 20th inst.

National	7
British	40
American	11
Danish	8
French	12
Hamburg	5
Spanish	17
Brazilian	6
Sardinian	15
Swedish	2
Lubeck	1
Prussian	7
Bremen	5
Roman	1
Norwegian	3
Russian	2
Belgian	1
Dutch	1
Tuscan	1
Neapolitan	1
Holstein	1

Atlantisk Hotel.

Undertegnede har den ære at anbefale sit ovenn-nævnte Hotel til de Herrer Capitainer og Rejsende, som vilde behage at give ham deres Selskab. Rummelige og luftige Værelser med fuldere, ligeledes en smuk Have og prægtig Udsigt til Boden. Enhver Umage vil blive anvendt for at tilfredstille dem, som maake at benytte sig af samme.

Arbodigst
THOMAS O. DRUSIDAKIS.

Foreign Amateur Autumn Race Meeting.

NOTICE—Persons wishing to take the Rooms under the Grand Stand for the Sale of Refreshments during the day of the above races 4th April, and also those wishing to erect Tents or Stands for that day are requested to apply at Calle la Defensa No. 57.

FOREIGN AMATEUR RACING SOCIETY MEETING, APRIL 1850.

The Subscribers to these Races are requested to call as early as possible at No. 20 Calle San Martin, where they will receive the Cards to which they are entitled, admitting them to the Grand Stand.

Parties non-subscribers are informed that Cards of admission to the Grand Stand are on Sale at the Hotel de Provence, Calle San Martin, the Confiteria de los Amigos, Calle Piedad, and at the Library Calle San Martin, opposite the Cathedral.

March 23, 1850.

A. Bartin's Hotel,

No. 22, CALLE PARQUE.

AUGUSTUS BARTIN, with many thanks to his numerous friends and patrons, and the public generally for past favours and support, has great pleasure in announcing that he has opened his Hotel at No. 22, Calle Parque, where families and single gentlemen can be accommodated with well-ventilated and commodious apartments on the most reasonable terms.

With a view to the greater convenience and comfort of his visitors he has spared no expense in furnishing the rooms in the most *recherché* style and as regards external appearance it will be admitted to be second to none in the city.

His domestic arrangements also, and attendance, will be conducted on the most approved principles.

A daily ordinary will be served precisely at 3 o'clock p.m.

Wines and liquors of all descriptions of the very best possible quality.

SHIPPING LIST.

For San Francisco,

—Sailing at Navidad—

The A.1. National brig DON PEDRO, 194 tons, capt. Meyerdierk—has excellent accommodations for passengers, and room for a small portion of cargo.

For Valparaiso.

Hamburg ship *OCEAN*, 350 tons, (A.1.) Capt. Fokken, can receive freight and cabin passengers. Consignees Messrs. Llavallol & Sons.

For Antwerp.

PASSENGERS ONLY.

The Norwegian brig Nejsden, 146 tons, Capt. Balee. Consignees J. B. Belser & Co.

For New York,

The A.1. Prussian brig DIDO, of 219 tons; Capt. Malchow, can still take on freight *dry* hides and sales.

The Prussian brig HEINRICH VON GAGERN. A. 1. of 260 tons. Capt. C. C. Altemberg, has two-thirds of cargo engaged, and can still admit freight. Consignees Messrs. Freyer Brothers.

For Havre de Grace.

The French barque *SULTAN*, A.1. of 227 tons, Capt. F. Demay, admits cargo and passengers—Consignee Manuel Arrotea, Esq.

FOR ANTWERP.

The Bremen brig *COURRIER*, A. 1. of 160 tons, (under the National flag) Capt. Heyghens, can admit cargo and passengers—Consignees Messrs. Visser, Deetjen & Hughes.

FOR HAMBURG.

The Russian gallot *ANNA*, A.1. of 130 tons, Capt. Hansen, can take a small quantity of freight —Consignees Messrs. Freyer Brothers.

The superior A. 1. Bremen brig PHŒNIX, 270 tons, Capt. Diercks, has a considerable part of her cargo engaged and can still take—Consignees Messrs. Visser, Deetjen & Hughes.

For CADIZ, MALAGA & BARCELONA—

The Spanish brig *MARTIN*, of the first-class, 182 tons, Capt. Fisquet—can admit cargo and passengers—Consignees Messrs. Zumaran & Traseria.

For San Francisco,

Calling at Valparaiso.

The A. 1. National brig VUELTA DE OBLIGADO, 250 tons, Capt. H. Paulsen, will be dispatched in all the coming month, and has now a small portion of cargo—has excellent accommodations for passengers on the best treatment.

PASSENGERS.

For Rio Janeiro.

The first class Sardinian barque ESPERANZA, having her cargo ready and going on board, will sail on 15th April next, and has superior accommodations for passengers—Consignees Messrs. A. Mancilla & Co.

For Freight or Charter.

The A. 1. Dutch brig WITTE LEEUW, 172 tons—Consignees Messrs. D. Calvo & Sons.

The A.1. Bremen barque CREOLE, 177 tons—Consignees Messrs. Beelser, Preuss & Co.

The A.1. Holstein brig DOROTHEA, 200 tons —Consignees Messrs. Freyer Brothers & Co.

For the above, apply to

Richard Sutton, Jun.

Ship Broker,
No. 14 Calle La Reconquista.

For Liverpool.

The well known regular trading British brig WILTON WOOD, A. 1. at Lloyd's, Matthew Rossel, commander, has room for tallow, salted hides, and light freight.

She will meet with quick despatch, the greater part of her cargo being already engaged.

For particulars please apply to the Consignees Messrs. John Best Brothers, or to

Ruperto de la Concha,
Licensed Ship Broker.

For London.

The remarkably fast sailing, and in every respect most superior, Liverpool clipper-built brigantine

BALKAN,

of 192 tons. new measurement,
class'd A. 1. at Lloyd's for 13 years,
Charles T. Sloman, master.

This splendid vessel is not surpassed in material, good qualities, by any other in these Roads, and is now on her first voyage. She is an exceedingly small carrier, and having from one half to two thirds of her cargo engaged, will have very quick despatch.

The "Balkan" has excellent accommodations for gentlemen or ladies in her cabins; and those desirous of making a pleasant and short passage, would do well to avail themselves of this opportunity.

For terms of freight or passage, application to be made to Capt. Sloman, to the Consignees Messrs. Barber & Orr, or to

Charles R Horne,
Licensed Ship Broker,
No. 55, Calle la Reconquista.

March 16, 1850.

For New York.

The very superior, new, and very fast sailing A. 1. Bremen barque

FAMA,

Burthen 445 tons per register,
Peyckers, master,

Bound by contract to sail on or before the 3d day of April, and will take on freight, on moderate terms, any cargo which may offer, and which can be shipped immediately.

This very superior vessel, has first-rate accommodations for Passengers, having been fitted up expressly for the purpose of carrying passengers, and being a very fast sailer, is a most eligible conveyance.

For further particulars, apply to the consignees,
or to Charles R. Horne,
Licensed Ship Broker,
No. 55, Calle Reconquista.

March 16, 1850.

FOREIGN AMATEUR RACING SOCIETY

Any Gentlemen Foreigners wishing to contribute to the funds for perpetuating the above society are respectfully invited to send any subscription to the Treasurer, N. 70, calle "Santa Clara," or any other member of the Committee.

NB. A programme of the Races can be seen at the Commercial Rooms and the Sala de Residentes Extrangeros.

Wanted,

In a small family, as general servant, a lad of from 15 years of age upwards, who can speak and write Spanish. Apply at 90 calle San Martin.

For Sale,

Superior bottled Port Wine.
Do. do Sherry do.
Sherry Wine in casks.
London Stout.
Pale Ale.
XXX Strong Ale.
Holts ale's tin.
Old Tom Gin.

Apply to
BAYLEY BROTHERS.
At No. 29, Calle Santa Rosa.

No. 6 Calle de la Piedad.

Furnished Rooms and Board.

Gentlemen can be accommodated with furnished Rooms and Board, with every attention paid to their convenience and ease, by applying at No. 6 Calle de la Piedad, half a square from the Alameda.

For Sale,

A small Medicine Chest, at W. White's, No. 894 Ca le la Merced.

For Freight or Charter to any Port in Europe.
The new A.1. splendid Bremen brig

PHŒNIX,

210 tons register, J. H. Diercks, master.

This fine vessel has been built expressly for this trade, offering the convenience of loading a full cargo of dry hides in the inner roads.

In sailing she is remarkably fast, having performed her passage from Hamburg to this port in the short space of 40 days.

Her accommodations for Passengers are most superior, and her commander is well known in the trade.

For further particulars please apply to the Consignees Messrs. Barber & Orr, or to

Ruperto de la Concha,
Licensed Ship Broker.

No. 134 Calle Reconquista.

Mrs. McGaw,

Respectfully informs her friends and the public that she has removed from Calle de Mayo No 110 to Calle de Cuyo No. 97, where she can accommodate Gentlemen or families with board and lodging.

For Sale.

A beautiful full grown Tame Tigress, with iron cage. Apply at No 298 Representantes.

Capt. N. Petersen, of the Danish brigantine Louise will not be responsible for any debts contracted by his crew.

Furnished Apartments

And board can be had on application at Calle Perú No. 143, also a large parlour and an adjoining bed room so as to accommodate two gentlemen or a gentleman and his lady.
March 9.

The following English Works may be had at the Victoria Book Store, No. 100 Calle Victoria, viz—

Jardin's Naturalist's Library, 40 vols.; Norwich's Commentary on the Psalms, 2 vols.; Pye's Scriptural Conversion, 1 vol.; Wesley's Sermons, 1 vol.; Bunyan's Pilgrim's progress, 1 vol., with engravings; The Methodist Magazine, 1822 to 1833, 10 vols.; Diary of the times of Charles II, 2 vols.; Memoirs of Civil War, 2 vols. 8vo.; History of Highland Clans, 4 vols.; Memoirs of General Count Rapp, by himself, 1 vol. 8vo.; The Convent, by Crandall, 1 vol.; Gulliver's Travels, 1 vol.; Classical Tales and Legends, 1 vol.; Tales for the Young, 1 vol.; Stories from Herodotus, 1 vol.; The Book of Poetry, 1 vol.; The Juvenile Naturalist, 1 vol.; The Parent's Cabinet, 6 vols.; The Calendar of Nature, 1 vol.; Literary Souvenir, 1 vol.; Sir Moulin in a Convent, 3 vols.; Matthias and his Impostures, 1 vol.; Pictures and descriptions in the History of England, 3 vols.; Cruikshank at Home, 2 vols.; The Anatomy of Drunkenness, 1 vol.; The Repealer, 1 vol.; Arabian Nights, 4 vols.; A Tour in Connaught, 1 vol.; The Wassail Bowl, 2 vols.; Poole's Comic Sketches, 2 vols.; Dante's Merrie England, 2 vols.; Phantasmagoria of Fun, 2 vols.; The Penny Magazine, 14 vols.; The Saturday Magazine, 13 vols.; Beauties of the Court of Charles II, 2 vols.; Smollet's Works, by Roscoe, complete in 1 vol.; Fielding Works, by Roscoe; Swift's Works, by Roscoe, 2 vols.; Burn's Works; Select Views of London and its environs, 1 vol. 4to.; Miss Bremer's Novels, by Mary Howitt; The Home, 2 vols.; Family, 2 vols.; President's Daughter, 3 vols.; Diary and Strife and Peace, 2 vols.; The Neighbours, 2 vols.; Martyn's Diary in America, 2 vols.; Life in Mexico, 2 vols.; The Idler in Italy, 2 vols.; Travels of Lady Stanhope, 3 vols.; Martyatt's Olla Podrida, 3 vols.; Travels Abroad, 2 vols.; The Blackwood Papers, 2 vols.; Men, Women & Books, by Hunt, 2 vols.; Captivity in China, by Mackenzie, 1 vol.; Idler in Rome, by Mrs. Bossington, 2 vols.; Kotzuue's New Voyage Round the World, 2 vols.; The Irish Sketch Book, by Titmarsh, 3 vols. Arthur O'Leary, 1 vol.; Grey's Works, 1 vol.; Travels in Upper India, by Davidson, 2 vols.; Diary and Letters of Madame D'Arbay, 7 vols.; Goldsmith's Animated Nature, 6 vols. 8vo.; France, and the French Revolution, 3 vols. 8vo.; Napoleon's Memoirs, by himself, 2 vol. 8vo.; Memoirs of History of Chile, 2 vols.; The Shipwreck, by Falconer, 1 vol.; Modern Traveller, 36 vols. in 18mo. with engravings; The Book of Entertaining Knowledge, 2 vols.; Sketches in Ireland, 1 vol.; Hagglum's Walks through London, 1 vol.; Sketches and Tales of Ireland, 3 vols.; Flavius Joseph, pictorial edition, 2 vols., with engravings; Bradford's American Compiler, 1 vol.; Pictures of the French, with engravings, 1 vol.; Cox's Barmas Empire, 1 vol.; Ross's last Voyages to the Arctic Regions, 1 vol.; Historic Scenes, 1 vol.; Pinkerton's Modern Geography, 2 vols., with engravings; Gilpin's Highlands of Scotland, 2 vols.; Do. River Wye, 1 vol.; Southern Tour, 1 vol.; Do. Essays on Picturesque Objects, 1 vol.; Do. Lakes of Cumberland, 2 vols.; Do. Observations on the Western Parts of England, 1 vol.; Memoirs of George IV., by Robert Huis, 2 vol.; Windsor Castle, by Ainsworth, illustrated by Cruikshank, 1 beautiful volume; Old St. Paul, 1 beautiful volume illustrated; The Tower of London, do.; Views of Society in America, 1 vol.; The Sports and Pastimes of the People of England, by Strutt, 1 vol.; Good's Book of Nature, 1 vol.; The Archæologist Journal, 12 vols.; Canning's Works, 6 vols. 8vo.; Vaterine M'Clatchy, 2 vols. 8vo.; A Book for a Rainy Day, 1 vol. 8vo.; The Sikhs and Affghans, 1 vol.; The Western Coast of Africa, 1 vol.; Narrative of a Voyage to the South Atlantic Ocean, by Morrel, 1 vol.; The Gypsies of Spain, 2 vols.; Memoirs of Lady Stanhope, 3 vols.; Visit to the American Churches, 2 vols.; Bruce's Travels, 1 vol.; Pictures of Italy, 1 vol.; Bingley's Travels in the South of Europe, 1 vol.; Scenes and Legends, 1 vol.; Stewart's South Seas, 2 vols.; Wit and Humour, 1 vol.; Inquisition and Liberty, by Hunt, 1 vol.; Memoirs of Marmontel, 4 vols.; Anson's Voyages, 1 vol.; Evan's Excursion to Brighton, 2 vol.; Benjamin, 2 vol.; M'Queen's Africa, 1 vol.; Edinburgh Cabinet Library, 24 vols.; Mason on Self Knowledge; Owen's voyages in Africa and America, 2 vols.; The Experienced Angler, by Venable, 1 vol., with engravings; Tales of the Kings of England, 1 vol.; Parley's Wonders of Heavy, 1 vol.; The Book of Fame and Allegory, 1 vol.; Neuman and Barrett's English and Spanish Dictionary, Urcullu's English Grammar, 2 vols., second and third.

N. B.—A large assortment of Books in French and Spanish, Stationery of all descriptions, music, inkstands, black and red ink, &c., &c.

Ladies' and Children's English Boots and Shoes.

Just received and for sale at D. Fleming's, No. 17 Calle la Defensa, a small assortment of Ladies' pruncila and calamaco boots, pruncila and patent leather shoes, house slippers, &c. Likewise an assortment of Children's patent leather and kid shoes with straps, first sizes.

For Sale—Freight or Charter.

The American brigantine Cohansey, Captain Martin, 193 tons register, well found and fast sailer, needing little or no expense to fit her for any voyage.

For terms apply to
Zimmermann, Frazier & Co.,
No. 69 Calle la Defensa.

Feb. 15.

Dr. Canstatt

Begs to inform his friends and the public that after an absence from Europe of more than 20 years, he has again established himself as a general Practitioner, and may be consulted at his residence Calle Perú, No. 125, where advice will be given to the Poor every morning from 7 to 9 o'clock.

Forster's

Patent Water Filters.

These Filters constructed on an entirely new and scientific principle, and recently introduced here, purify water in a manner superior to any that have hitherto been imported; and will be found extremely useful to families who have no algive. Send to the house of the sole consignees, No. 36, Calle Santa Clara, where one may be seen in operation.

Required for constant work, a short distance from town, one or two Carpenters. Apply to 59 Calle Mayo.

COOK.

Required one for a small family, residing out of town, a man used to it might both find employment, either to serve in the above capacity. Application to be made to 59 Calle Mayo.

Neither the Captain or Consignees of the American barque Francis Partridge, will be responsible for debts contracted by her crew.
Buenos Ayres, March 20, 1850.

For Sale,

On reasonable terms, the Livery Stables situated in the Calle de Cuyo, No. 6, including the Fabric House and fixtures, in the Calle de Mayo, No. 774. Any party interested in the above, may apply for further particulars at the Stables.
Feb. 22, 1850.

EXPORTS.

FEATHERS—Duty, 4 per cent.			
Ostrich, long black	lb—	7 a	7½
" white	do—	4 a	—
HAIR.—Duty, 4 per cent.			
Horse, short	arroba	36 a	38
" mixed	do—	42 a	50
" long 6 to 24 inches one	do	90 a	110
HIDE Cuttings.—Duty, 4 per cent.			
Hair, quantity		30 a	32
HIDES.—Duty, 1 dollar each.			
Matadero or saladero, flesh'd, 27 to 30 lbs. average, per 35 lbs.		50 a	54
Matadero, 25 to 27 lbs. do		46 a	52
For Spain, per 35 lbs		46 a	47
" for America, per		43 a	44
Of all stinks, per do		40 a	45
Salted ox, 60 lbs. av. per 60 lbs.		38 a	40
Do. " 65 lbs. and above do.		42 a	44
" cow 45 to 48 lbs. average do.		35 a	37
" 50 lbs. and above do.		35 a	36
Horse, salted, each		— a	Brazil.
" dry do		12 a	15½
HORNS—Duty, 4 per cent.			
Ox	thousand	700 a	800
Cow	do	120 a	200
JERKED Beef—Duty, 4 per cent.			
SKINS—Duty, cat, 1 dol. each;			
slunk calf 4 dol. all others 4 per c.			
Calf, 5 to 7 lbs. wt., per 35 lbs.		50 a	55
Chinchilla, per dozen		— a	—
Goat—per do		— a	—
Nutria—per do		4 a	44
Sheep, washed, fine and ordinary	dozen	38 a	40
Do. dirty	do	28 a	30
TALLOW—Duty, raw 4 per ct., melted free.			
Matadero, raw	arroba	17 a	18
Do. melted, 1st class, do		28 a	29
Do. pure, 2nd class, do		24 a	25
Grease and tallow		22 a	22½
WOOL—Duty free.			
Ordinary, washed	arroba	33 a	36
Do. dirty	do	16 a	18
Merino, washed	do	35 a	40
Do. dirty	do	22 a	22
Fine, washed	do	50 a	65
" dirty	do	28 a	30
Cordova, washed	do	24 a	24½ a 28
Do. dirty			

Articles of Home Consumption, the growth, produce and manufacture of the Republic.

BRANDY. Mendoza and San Juan	per barrel (silver)	— a	10
FRUIT—			
Apples, and pears dried	arroba	4 a	25
Figs "	Mendoza—do	— a	10
Peaches "	with the stones—do	— a	16
Do. "	without stones—do	24 a	24
Raisins, Mendoza	do	20 a	24
Walnuts	do	32 a	34
SOLE Leather			
Cornettes, each, [silver]		2 46	2 6
Paraguay	do	— a	4
Tucuman, ox, each	do	— a	3 4
Do. cow "	do	— a	2
TOBACCO—Duty, 12 per cent.			
Paraguay		38 a	40
YERBA, Paraguay, superior		70 a	75

MONEY MARKET.

EXCHANGE, Bills on Liverpool, 2 3 60 per dol.
Do. do. on sperie 60 per oz.
Do. do. France, do. do. 5 37½ per c.
" Montevideo, par à 1 per cent prem.
" Rio Janeiro, do. do.
" United States, 5 per cent. discount.
The highest rate of Exchange upon England during the week, 60d. per ounce.
The lowest, 60d. per do.
STOCK—Six per cents, par à 1 per cent. prem.
" Four per cents, no inscription.
BULLION—Spanish doubloons, 253 à 254
" Patriot doubloons, 250 à 252
" Do. Dollars, — à 16
" Spanish do. & Patacones, — à 164
" Plata Macuquina, — à 15
The highest price of Spanish doubloons during the week 254
The lowest 253
The highest price of Patriot doubloons during the week 252
The lowest 249
Permits for shipping specie, prem. per cent. 1 à 1

FREIGHTS.

Destinations.	Dry Hides.	Salted Hides.	Tallow.	Bones.	Jerked Beef.
Great Britain.	60s. per 1440 lbs.	25s. p. 2240 lbs.	In bar. 25s. p. 2240 lbs. In pipes 28s. per 2240 lbs.	Wool 20s. Hair 25s.	nominal.
France	35 fr. per 900 k.	40 f. per 1000 k.	35 fr. p. 1000 k.	50 p. 42 cubic f.	
Continent	45 per 2240 lbs.	45 per 2240 lbs.	none	70 to 85 p. 40 ft.	nominal.
Spain	$24 per 20 00 lbs.	none	none	none	
United States	$8 @ 10 p. 2000 lbs.	$5 per 2000 lb.	none	$4 per 40 feet.	
Rio Janeiro	none	none	none	none	28 to p. 100 reis
Havana	none	none	none	none	6 to 8 rs. per 100 lb

Freights generally nominal, nothing doing.

George Thomas, Responsible Editor.